## SAILING DIRECTIONS CORRECTIONS

PUB 193 8 Ed 2000 LAST NM 9/01

Page 65—Graphic; strike out. (NIMA)

26/01

Page 93—Lines 27 to 49/L; read:

**Depths—Limitations.—**The main channel fairway has a minimum width of 290m for a length of about 700m.

Raoljehamnen, a crude oil berth, is situated on the E side of Brofjorden, 1 mile ENE of Groto. It is 135m long and has a depth of 28m alongside. Tankers of 50,000 to 500,000 dwt can be accommodated, with drafts up to 25m. Vessels normally berth port side-to.

Produkthamen, a product terminal jetty, extends 380m ENE from the S shore of Trommekilen, 2 miles ENE of Groto. The two outer berths are 80m long and have depths of 16m alongside. Vessels up to 60,000 dwt, 230m in length, and 14.4m draft can be accommodated at these two outer berths.

There are also two inner berths, with depths of 8.8m alongside, which can accommodate vessels up to 7,000 dwt.

**Aspect.**—The two highest chimneys of Scanraff Oil Refinery, each with an elevation of 165m, and numerous other chimneys, from which flares are burnt, are all prominent and visible from a considerable distance to seaward.

The pilot lookout station at Fiskebacksvik Light is 8m high, prominent, and may be easily identified.

**Pilotage.**—Pilots are ordered by VHF through Marstrand VTS. Pilots board VLCCs about 3 miles SW of Brofjorden Angoring Lighted Buoy. Pilots board other vessels about 1.5 miles WNW of the same buoy. Two pilots are required for vessels larger than 60,000 grt.

Scanraff oil port may be contacted on VHF channel 12. (BA NP 286; BA NP 56) 26/01

Page 93—Lines 1 to 6/R; read:

VLCCs should send an ETA 72 hours in advance with any amendments sent 48 hours and 24 hours prior to arrival.

Product tankers should send an ETA 48 hours in advance with any amendments sent 24 hours prior to arrival.

The berthing of VLCCs is restricted when either the current at the outer buoys exceeds 1 knot, or the visibility is under 4 miles, or the wind force exceeds 12m per second.

(BA NP 56; BA NP 286) 26/01

Page 113—Lines 2 to 11/L; read:

Roro and Stora Svarten in depths of 12 to 18m, clay. Local knowledge is advised.

(BA NP 18) 26/01

Page 113—Lines 10 to 20/R; read:

**Vinga** (57°38'N., 11°36'E.), 21m high, is an irregular shaped island. A main light is shown from a prominent stone tower, 29m high, standing on the summit of the island. A beacon, surmounted by a sphere, stands close SW of the

light.

Vinga Unger, a group of rocks, lies close off the NW extremity of the island and is marked by a sector light.

Vinga lies on the W part of an area of foul ground, about 2 miles long, which comprises numerous rocks, islets, and submerged obstructions. Utliggarn, with a depth of 9.3m, lies about 0.7 mile W of Vinga Unger. This shoal forms the outermost danger in this vicinity and is marked by a buoy.

Vinga Vastra lighted buoy is moored about 1.7 miles NW of Vinga and marks the approach to the N inner channel.

(BA NP 18) 26/01

Page 113—Line 53/R; read:

Vasskarsgrund Light is shown from a tower, 12m (NIMA) 2

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Page 114—Line 18/R; read:

**6.6** Torshamnen Oil Harbor (57°41'N., 11°47'E.) is located on

(NIMA) 26/01

Page 116—Lines 2 to 3/L; read:

20.7m. The Torshamnen Jetty handles crude oil and has two berths, with depths of 18m and 19.6m alongside. Fully loaded tankers of up to 225,000 dwt, 351m in length, and 19.05m draft can be

(Lloyd's Ports) 26/01

Page 116—Line 12/L; read:

the fitting-out quay.

**Anchorage.**—Three designated anchorages, the limits of which may best be seen on the chart, lie in the outer approaches.

Area A, used by VLCCs, lies centered 2.5 miles SW of Trubaduren Light and has depths of 40 to 65m; Area B, with depths of 21 to 44m, lies centered 2.5 miles SSE of Trubaduren Light; and Area C, with depths of 20 to 32m, lies 1.5 miles ESE of Trubaduren Light.

**Caution.**—A spoil ground area, which may best be seen on the chart, lies centered 1.7 miles NW of Trubaduren Light.

(BA NP 18) 26/01

Page 116—Lines 5 to 43/R; strike out.

(NIMA) 26/01

Page 119—Lines 16 to 20/L; strike out. (BA NP 18)

Page 119—Line 50/L; read:

passage through the bridge are displayed.

## **Pilotage**

Pilots are provided for the Goteborg districts by the station at Klippan (57°41'N., 11°55'E.). A pilot lookout is situated at Vinga.

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Pilots can be provided for the passages N to Marstrand and S to Varberg. Deep-sea pilots for the North Sea, Kattegat, and Skagerrak are available with 24 hours notice.

Pilotage is compulsory between 57°16'N and 57°50'N, as follows:

- 1. All Category 1 vessels.
- 2. Category 2 vessels of 80m length or 15m beam and over.
- 3. Category 3 vessels of 90m length or 16m beam and over.

Pilotage is compulsory in certain channels N of Vinga and between Vinga and Marstrand through the archipelago, as follows:

- 1. All Category 1 vessels.
- 2. Category 2 and 3 vessels of 70m length, 14m beam, and 4.5m draft and over.

All inbound vessels requiring pilotage should contact the Traffic Center on VHF channel 13 or by telephone. The Traffic Center will inform vessels of the appropriate pilot embarkation position.

Pilots board in the following positions:

- a. No. 1—1.2 miles SSE of Trubaduren Light.
- b. No. 2—2.5 miles SW of Vinga Light.
- c. No. 3—2 miles WNW of Vinga Light.
- d. VLCC—About 3.5 miles W of Vinga Light.

**Traffic Control.**—A Vessel Traffic Service (VTS) system operates in the approaches to Goteborg and is controlled by the Traffic Control Center (TCC) at Klippan. It is mandatory for all vessels over 300 grt and all vessels, including tows, exceeding 50m in length.

The VTS area is bound on the W side by the arc of a circle, radius 6 miles, centered on Vinga Light (57°38'N., 11°36'E.). This circle is divided into eight sectors labelled A to H in a counter-clockwise order from N to S.

The VTS area is bound on the N side by the parallel of 57°44'N and on the S side by the parallel of 57°32'N.

All inbound vessels must send an Entry Report 30 minutes before entering the VTS area to the Traffic Center on VHF channel 13 at least 30 minutes before entering the VTS area. This report must include the vessel name, call sign, position, intended route, destination, and any defects.

All vessels must keep a continuous watch and contact the Traffic Center on VHF channel 13 when W of Gotaalv Bridge. When E of this bridge vessels must keep a continuous watch and contact the Traffic Center on VHF channel 9.

All vessels must report their name, call sign, position, intended route (vessels inbound from sea must state in which sector they will cross the area limit), and destination to the Traffic Center, as follows:

- 1. On entering or departing the VTS area.
- 2. Passing Buskars Knote Light (57°38'N., 11°41'E.) (inbound only).
- 3. Passing Knippelholmen (57°41'N., 11°49'E.) (outbound only).
  - 4. Passing Gotaalbron Bridge (57°43'N., 11°58'E.).
- 5. On arrival at or before departure from a quay and on anchoring or weighing anchor.

Vessels must also report (Incident Report) any incident such as grounding or collision and any defects (Defect Report), which may affect navigation or safety.

Any change to an intended route must be reported (Deviation Report) stating the reasons.

Radar surveillance covers the area seaward of Alvborgsbron (bridge). Radar assistance is available to large tankers on request and to other vessels with defective radar in poor visibility.

(BA NP 286) 26/01

Page 130—Graphic; strike out.
Graphic titled JONSTORPS CHURCH
(NIMA)

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